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JOHNSON,A.R. Project Directorate I-3

SUBJECT: Forwards addl info re proposed Tech Spec amend concerning use of reconstituted fuel,per 900315 telcon.

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March 23, 1990

U.S. Nuclear Regulatory Commission
Document Control Desk
Attn: Allen R. Johnson
Project Directorate I-3
Washington, D.C. 20555

Subject: Additional Information; Proposed Technical Specification Amendment Regarding Use of Reconstituted Fuel
R.E. Ginna Nuclear Power Plant
Docket No. 50-244

Dear Mr. Johnson:

On March 15, 1990, a telephone conference call was held with personnel from Westinghouse, Rochester Gas and Electric Corporation and the NRC to discuss a proposed Technical Specification change for fuel reconstitution. As requested, attached is a summary of the DNB and seismic/LOCA discussions which pertain to this fuel reconstitution Technical Specification.

Very truly yours,

Robert C. Mecredy
Division Manager
Nuclear Production

RWE\095
Attachment

xc: Mr. Allen R. Johnson (Mail Stop 14D1)
Project Directorate I-3
Washington, D.C. 20555

U.S. Nuclear Regulatory Commission
Region I
475 Allendale Road
King of Prussia, PA 19406

Ginna Senior Resident Inspector

Cert. # P-340 957202

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ATTACHMENT

On March 15, 1990, an RG&E/Westinghouse telephone conference call with the NRC was held to respond to the NRC reviewer concerns on a requested Ginna Technical Specification change for fuel reconstitution involving replacement of defective fuel rod(s) with filler rod(s) (stainless steel or Zircaloy-4). The NRC requested a summary of the key issues discussed in the conference call. The responses are as follows:

1. A conservative approach is utilized to determine the DNBR for all reconstituted assemblies which have filler rods that have replaced active fueled rods. Using approved NRC methods, an evaluation is performed assuming that the non-power producing filler rods operate at power levels equal to the highest power in any of the fueled rods in the reconstituted assembly. This results in DNBRs that are lower (less margin to the DNBR acceptance limit) than actually exists. The minimum DNBR must still be greater than the acceptance limit.

2. During fuel assembly reconstitution, the failed fuel rod(s) are to be replaced with filler rod(s). The filler rod(s) have outside diameters identical to the fuel rod diameter. The rod length is also the same. The grid strength will remain unchanged since the filler rod(s) will provide the same support in the grid cells as the fuel rods. For a small number of filler rod(s) (less than 10), the change in mass and stiffness of the fuel assembly will be insignificant. There will be negligible effects on fuel assembly dynamic properties, such as fuel fundamental frequency. Thus, the load carrying capability of the fuel assembly and grid spacers is not affected under the seismic and LOCA design loading conditions for the reconstituted fuel. It is anticipated that the same conclusion would be applicable for more than 10 filler rods; if this should occur specific evaluations will be performed.